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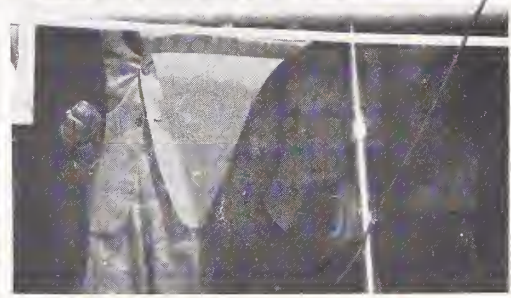
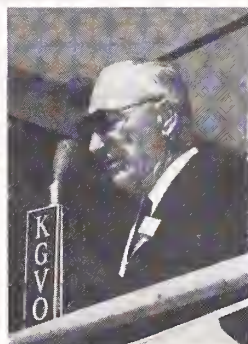
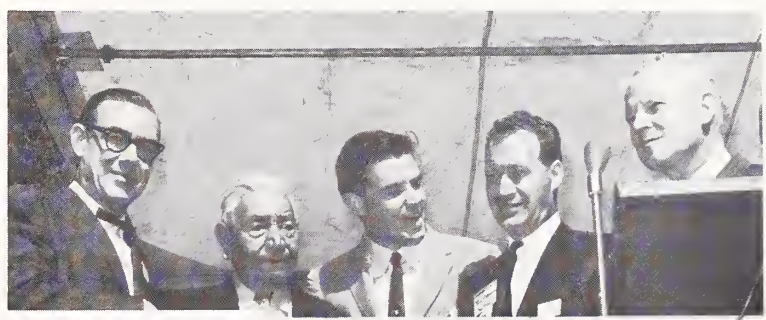
THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 7

AUGUST, 1962

Centerline Views Scenes from Lewis and Clark Highway Dedication



Upper Left—Governor Babcock tests Governor Smylie's biceps prior to log sawing. The dedication was held at Packers Meadows, just inside the Idaho Boundary on Sunday, August 19. Estimates of the crowd vary from 4,000 to 8,000. All agree, however, that the weather, the setting, and the festivities were excellent, and will get the new road off to a good start. Upper Right—Lots of political power here. They are listening to Josiah Red Wolf tell about his memories of the trek of Chief Joseph's band in 1877. He was a boy of five at the time, and his mother and sister were killed in the Battle of the Big Hole shortly after the band camped at Packer's Meadow on their flight from General Howard. L. to R., Gov. Smylie, Josiah Red Wolf, Senator Frank Church of Idaho, Gov. Babcock and Senator Albert Gore of Tennessee. Lower Left—Gov. Babcock who operates a truck line of his own, checks Governor Smylie out on driving the original Garret Freight Line Truck. The gentleman on the right is unidentified. Lower Right—Governor Babcock and Governor Smylie make the sawdust fly as they cut symbolic 12 inch log in 45 seconds. Left Center—Montana Highway Commissioner Sorrells says, "Thank God for men in this nation that have the foresight, the determination, and knowledge to get things done." Right Center—Regional Engineer Bayard French reviews the history of the construction of the Lewis and Clark Highway.

AWARD SHEET		Letting of July 25, 1962	
PROJECT NO.	Amount of Bid	Bidder	Address
F84(31), F189(7), F232(5) & F-FG273(12)—(Seeding)			
Nashua Wolf Point & West of Wolf Point-N. Dakota Line Valley & Roosevelt Counties	\$ 8,028.82	Loftus Landscaping, Inc.	Kennewick, Wash.
I90-1(16)43, I90-3(11)180, F184(15) & F191(22) (Seeding & Mulching)			
Superior E. & W., Deer Lodge N. & S., Bearmouth-Deer Lodge & Pablo-Kalispell Mineral, Powell & Lake Co's.	\$ 30,067.43	Tschache Bros.	Bozeman, Mont.
I94-6(4)216, F246(10) & F391(14)—(Seeding)			
Glendive-East, Circle-Glendive & Circle-Sidney Dawson & McCone Counties	\$ 15,761.87	Loftus Landscaping, Inc.	Kennewick, Wash.
F191(20)U2&S7(6)U2—(Seal Coat)			
Pablo-Kalispell & Kalispell-Half Moon Lake & Flathead Counties	\$ 41,137.30	United Paving Co., Inc.	Spokane, Wash.
F-FG219(16)U1—(Road)	\$995,276.53	S. Birch, Inc. & S. Birch & Sons Const. Co.,	Great Falls, Mont.
Missoula-Arlee Missoula & Lake Counties			
U257(14)U2—(Signals, etc.) Idaho St.-Kalispell Flathead County	\$ 34,321.80	Hollingsworth Elec. & Skinner Ent.,	Helena, Mont.
U-F296(15)U1—(Road)			
Billings-Lavina Yellowstone County	\$1,333,453.44	Northwestern Engr. Co.	Rapid City, S. Dak.
S131(3)U1—(Road)			
Brady-East Pondera County	\$ 297,051.15	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
S325(1)U1—(Road)			
Libby-Fish Hatchery Lincoln County	\$ 217,754.21	Walter Laas	Chester Mont.
SMP2599-62—(Crsh. & Stk. pile)—Various	\$ 135,846.66	Chas. Shannon Co.	Butte, Mont.
Lewis & Clark, Cascade, Pondera & Teton Counties			
SMP4799-62—(Crsh. & Stk. pile)—Various	\$ 80,550.90	Walter Laas	Chester, Mont.
Silver Bow, Madison, Beaverhead & Jefferson Counties			
Total for Month \$3,189,249.21			
Total for Year \$22,229,540.24			

OUR STAKE IN FRONT-LINE SUPERVISORS

Training-in-Service Department

The key man in any highway department today, from the standpoint of accomplishments of objectives, is not the top administrative or policy-making personnel but the front line supervisor. It is in this area that the actual accomplishment of all planning activities and directives of management take place. Here, then, is where the final design and construction is completed.

This particular level of employment is rapidly losing the "old time driver boss" type of supervisor, and is gaining the type of supervisor who obtains results by building morale through skillful management of the forces that create teamwork and cooperation.

This new type of supervisor is the employee-centered individual who gets things done *with* people, instead of directing how they should be done *by* people.

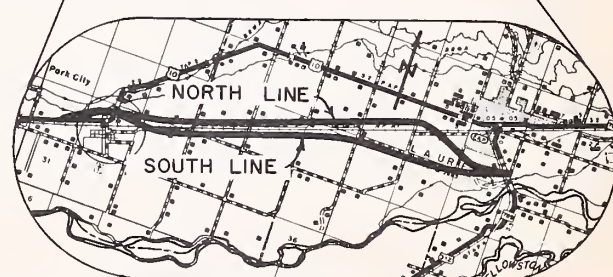
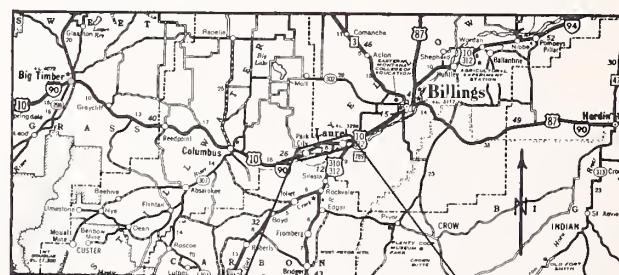
No matter how perfect our machines or systems may be, nothing can be accomplished without people. People are, and always will be, the most vital and most important part of any organization. In fact, they are the organization. Knowledge of the various work functions, how to operate ma-

chines and the control of materials is not enough. In order to accomplish work efficiently and effectively, the front-line supervisor must know, above all else, how to manage people so they will make their full contribution to the organization.

Many top level managers are in general agreement that, in the future, the greatest advancements in the efficient accomplishment of work will be achieved through the development of people. They realize that the difference in the efficiency of workers may be due to a large number of conditions but more often, the more efficient worker is motivated, that is, he is not only *able* but is also *willing* to work at his full capacity. Therefore, providing an atmosphere which will motivate people, is one of the most important aims of a supervisor.

ALTERNATE LOCATIONS STUDIED

The Highway Commission has adopted the "North Line" in this case, which will take Interstate 90 across the N. P. tracks about a mile west of Laurel, and follow the railroad very closely along the north side. The new highway will swing out slightly at Park City. The proposed alignment in this case will be much shorter and direct than the present highway.



Projected view of present highway and alternates

NHUC DIRECTOR TO VISIT MONTANA

Arthur C. Butler of Washington, D. C., and Director of the National Highway Users Conference will visit Montana in September, and will be present at Great Falls on September 18 at a meeting of the Montana Highway Users Conference.

The Highway Users Conference is an organization composed of representatives of many groups and organizations that are interested in highway transportation.

State President, Elton Andrew is anticipating a record turnout for the event to be held in the Rainbow Hotel, and regional representative Larry Venable has been making arrangements for the event. If any of our readers are interested in attending, and we strongly urge you to do so, please contact Centerline for further details, or write Al Dougherty, Secretary of the Conference, in Helena.



ARTHUR C. BUTLER
NHUC Director

Arthur C. Butler, Director of the National Highway Users Conference has had long and broad experience in the highway transportation field. Active in the highway transportation industry since 1930, he is the author of numerous articles on various phases of motor transportation.

Mr. Butler left the newspaper field to join the staff of the National Automobile Chamber of Commerce in New York. Two years later, in 1932, he was appointed manager of the Motor Truck Division of the Automobile Manufacturers Association, a position he held until World War II, when he was assigned to head the Military Vehicles Division of the Automotive Council for War Production.

Mr. Butler became Director of the NHUC in 1945, at the request of Alfred P. Sloan, Jr. He has headed up its activities since, during a period when the Conference's services to highway users have been consistently broadened. In his position he helps to coordinate the efforts of 2,000 affiliated highway users organizations.

RECIPE OF THE MONTH

By Dick Berg, D.O.E.

With the completion of two Interstate projects in the Helena area, the first portion of more than 30 miles of continuous Interstate construction under contract is now operational. 4.8 miles of roadway, starting at the Jefferson County line and proceeding north was accepted as completed and is now in full use by the traveling public. A "Sourdough's" recipe to concoct a 30-mile stretch of roadway similar to this will include the following ingredients and instructions:

1. Using 12 contractors and their personnel and equipment.

Take 6¾ million cu. yds. of excavation.

Mix thoroughly with 4½ million mile yards of overhaul (add moisture as needed).

4. Stir briskly for 3 years.

5. Drain, you will use 38,500 lin. ft. of culverts for this.

6. Place in layers 2½ million tons of gravel (roll to hard consistency).

7. Top with 200,000 tons of Plant Mix.

8. Garnish as necessary with 100,000 lin. ft. of guard rail and \$125,000 worth of signs.

9. Wrap with \$250,000 worth of fencing and serve to an unlimited number of people for 30 years. This concoction will cost 10¾ million dollars, if you hurry and do it now.

DEDICATION OF LIVINGSTON INTERSTATE

The Livingston Chamber of Commerce is making preparations for the dedication of the 12 completed miles of Interstate 90 there. The date has been set for September 14 at 3:00 p. m., and it promises to be a gala affair. Governor Babcock will cut the ribbon, or whatever way the committee chooses to open the road. An invitation has been extended by E. H. Cowan to the Washington office of the Bureau of Public Roads to be represented, as the Interstate in Park County has probably made more headlines in the last five years than any other section of highway in Montana. A cordial invitation to all persons interested in good highways is hereby extended by the Montana Highway Department to attend, and see how a new highway enhances the beauty of the area, relieves a city of the congestion of through traffic, while at the same time giving the motorist a beautiful view of the city and the surrounding mountain ranges.

NEW COMPUTER INSTALLED

The Data Processing Section recently received an IBM 1401 System composed of an 800 card per minute reader, a 600 line per minute printer and a 4,000 digit storage console capable of arithmetic and logical decisions at speeds found formerly only in large scale computer installations.

This newest addition which is primarily designed for accounting and statistical applications, along with the recently obtained IBM 1620 large capacity computer which is primarily designed



Troy McGee and Bill Swainton are shown here with the various units that make up the new IBM data computer complex. The 1401 console, the 1402 card read punch, and the 1403 printer, work as a unit.

for engineering programs, gives the Highway Department a well-balanced data processing installation with the most modern equipment.

The power of this new equipment is already apparent to the GVW Section who formerly spent days checking over 60,000 temporary trip permits for missing receipt numbers and balancing monies with the 56 county treasurers. Now the 1401 can process the information in a few hours finding all missing or incorrect entries and give a printed report of those receipts in error.

Soon the computer will pre-bill interstate trucking firms for each truck and trailer operated in the state and figure the taxes compensurate with the number of miles traveled in Montana compared with the total number of miles traveled by the unit.

The Accounting Section will get the maximum, usage from the equipment, as they process payrolls, claims, journals, equipment rental and receipts from all sources through the computer. It will check coding, post the general detail ledger and bill the Bureau of Public Roads for its participating share on each project for pre-construction, construction and right-of-ways costs according to the agreement percentages and amounts. Excepting for the Headquarters Right-of-Way Department, the 1401 System allows for all participating charges by divisions and departments to be coded to one class number. Each charge is then processed and the BPR amount of participation figured according to the project agreements on Indian, non-Indian, urban, rural and railroad grade crossings.

This control of coding and system procedure by the 1401 has made possible the change to the concurrent audit system by the Accounting Section whereby the BPR has agreed to immediately reimburse the state and to sample audit that portion of the project necessary to assure that proper procedures are being followed. This rapid return of State monies will, in the near future, allow for more advanced planning of projects.

To every individual highway employee the most noticeable change will occur on his individual earnings statement where all information regarding dependents, retirement rate, etc. are properly shown.

SERVICE AWARDS FOR JUNE

Thirty-four employees received service awards in June, with 16 getting five-year awards, five receiving ten-year pins, seven fifteen-year awards. Lawrence Foucher of Glendive, Al Griener of Helena, and Andy Rummel of Road Plans were presented twenty-year pins. William Blake of Billings, District Engineer Briscoe of Great Falls, received 25-year pins. Hub Price, Division Maintenance Engineer at Havre, is getting right up there, as he received his jeweled 35-year pin. Congratulations!

	U-F 296 (15) U 1	10-1-63	4.1 miles (0.8 miles four lane) grading, drainage, aggregate surfacing, plant mix bituminous surfacing . (Montana 3 - Billings Northwest) .
111	FHP 13 - F6 *	1962	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
112	F - 185 (6) U 1	9-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - west of Livingston) .
	F - 185 (6) U 3	9-15-62	0.3 miles fencing . (U. S. 10 - West of Livingston) .
113	F - 333 (29) U 2	9-1-62	11.8 miles seal and cover oiling . (Montana 19 E - Grass Range North) .
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing . (U. S. 89 - South of Neihart) .
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling . One concrete underpass - N.P. Rd. (U. S. 10 - In Billings) .
116	F - 238 (8) U 1	6-15-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 287 - North Of Wolf Creek) .
	F - 238 (8) U 2	10-31-62	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek) .
117	NP 444 & 14 A *	1962	10.9 miles grading, drainage, surfacing and bituminous surface treatment . (Montana 17 - Northwest of East Glacier) .
118	FHP 20 - B *	1962	9.4 miles grading, drainage, and four 60 foot concrete slab bridges . Three over Trail Creek and one over Ruby Creek . (Montana 43 - West of Wisdom) .
119	F - 62 (11)	10-31-62	8.2 miles plant mix bituminous surfacing . (U. S. 2 - East of Galata) .
120	F - 213 (4)	12-31-62	Repair three ice damaged piers of bridge - Yellowstone River . (U. S. 10 - In Glendive) .
121	F - FG 219 (16) U 2	10-31-62	One 173 foot prestressed concrete beam overpass - N.P. Rd. (U. S. 10 A - Northwest of Missoula) .
	F - FG 219 (16) U 1	10-1-63	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 A - Northwest of Missoula) .
122	U - 112 (3) U 229 (15) & U - 235 (3)	10-30-62	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 30 foot concrete slab bridge - Big Spring Creek (Montana 20 - Lewistown Main Street) .
123	F - 191 (20) U 1	8-15-62	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
	F - 191 (20) U 2	10-1-62	7.3 miles seal and cover oiling . (U. S. 93 - North of Polson) .
	F - 191 (22)	4-30-63	7.3 miles seeding and mulching . (U. S. 93 - North of Polson) .
124	F - 260 (7) & F 253 (8)	8-15-63	5.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 2 - west to East of West Glacier) .
125	F - 13 (6) U 2	9-30-62	4.0 miles seal and cover oiling . (U. S. 89 - Livingston South) .
126	F - 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 12 - East of Miles City) .
127	F - 184 (15)	4-30-63	1.1 miles seeding and mulching . (U. S. 10 - North of Deer Lodge) .
128	F - 43 (15) U 2	9-30-62	31.4 miles seal and cover oiling . (Montana 43 - West to East of Ralston) .
129	F - 217 (12) U 2 & F - 217 (13) U 2	9-30-62	24.0 miles seal and cover oiling . (U. S. 89 - South to North of Emigrant) .
130	F - FG 215 (7)	4-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge - C.M.S.T.P&P Rd and Clark Fork . (U. S. 93 - In Missoula) .
131	F - 391 (14)	4-30-63	9.1 miles seeding (Montana 20 - East of Circle) .
132	F - 84 (31)	4-30-63	9.3 miles seeding (U. S. 2 - Roosevelt County Line East) .
	F - 189 (7)	4-30-63	6.9 miles seeding (U. S. 2 - East of Nashua) .
	F - 232 (5)	4-30-63	9.3 miles seeding (U. S. 2 - Roosevelt County Line West) .
133	F - 235 (27) U 2	9-1-62	5.1 miles seal and cover oiling . (U. S. 87 - Southeast of Belt) .
134	F - 246 (9) U 2	9-1-62	9.2 miles seal and cover oiling . (Montana 20 S - West of Glendive) .
	F - 246 (10)	4-30-63	9.2 miles seeding . (Montana 20 S - West of Glendive) .
135	F - 103 (10) U1 & F 333 (28) U 1	8-15-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling. Widened 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek . (Montana 19 - Roy Northeast) .
136	F - FG 273 (12)	4-30-63	0.8 miles seeding (Montana 16 - South of Culbertson) .
137	U - 257 (14) U 2	10-30-62	Traffic Signals, signs and highway lighting on Idaho Street. (U. S. 2 - In Kalispell) .
138	FHP - 42 M *	1962	2.2 miles grading, drainage, aggregate surfacing, and bituminous surface treatment . Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone) .
139	FHP - 13 - 3 (1) *	1963	4.1 miles grading, drainage and base. One 60 foot reinforced concrete bridge - Bear Creek . One 26 foot Concrete Slab Bridge - Devil Creek . (U. S. 2 - Southwest of East Glacier) .
141	F - 144 (6) U 1	8-15-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudie Coulee . (U. S. 2 - Glasgow East) .
	F - 144 (6) U 2	8-15-62	Installation of traffic Signals and lighting . (U. S. 2 - First Avenue North in Glasgow) .
142	F - 156 (10) U1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .
144	F - 180 (4) & U 277 (5)	8-15-62	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 87 & 89 - In Great Falls) .
	F - 180 (5)	10-15-62	1.1 miles (four lane divided) median concrete curbing - Second Avenue North . (U. S. 89 - Great Falls East) .

FEDERAL AID SECONDARY PROJECTS

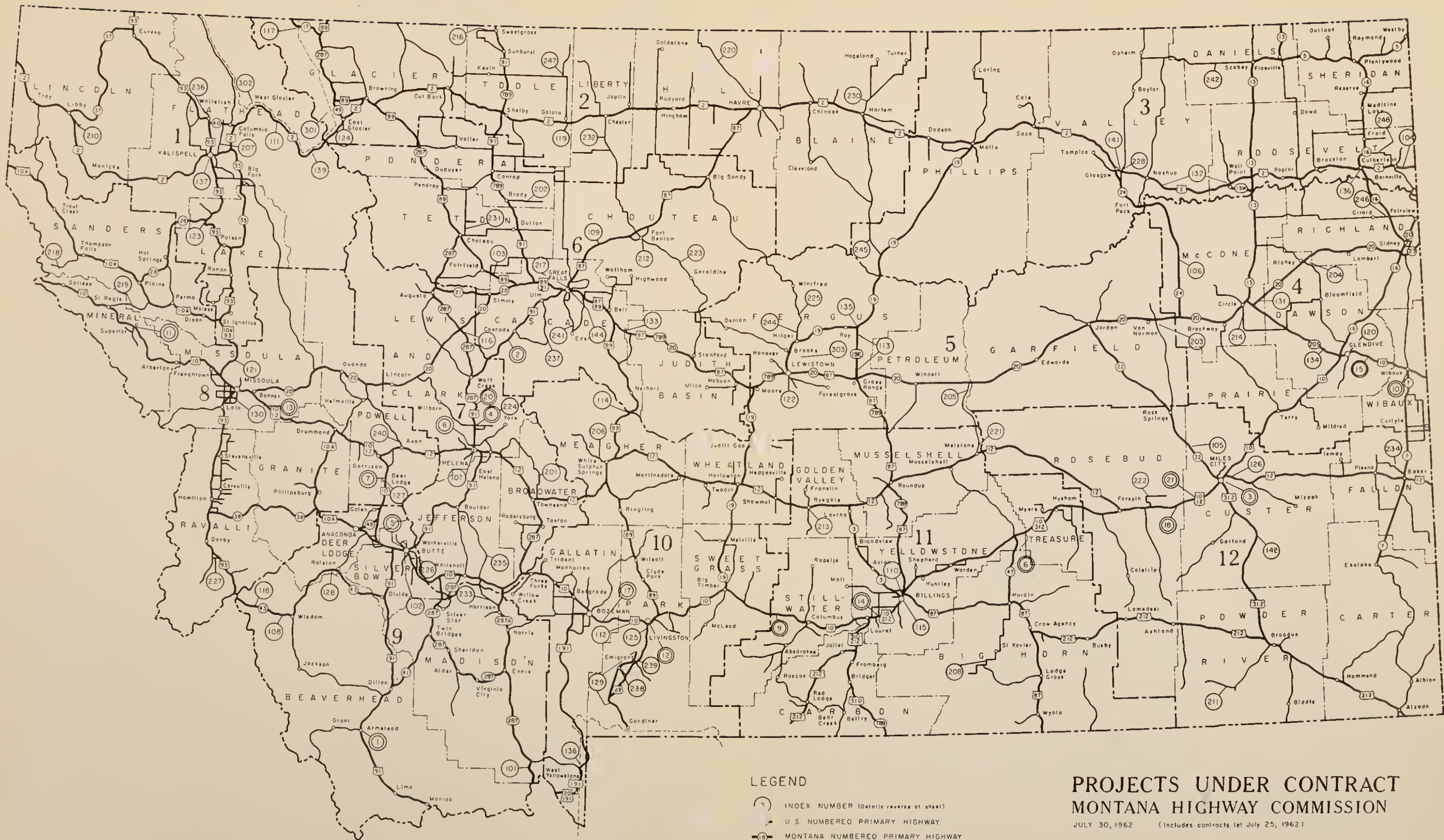
201	S - 6 (4)	8-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Townsend) .
202	S - 131 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East of Brady) .
	S - 258 (4)	11-12-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South) .
	S - 32 (11)	11-12-62	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Ritchey Northwest & Southeast) .
	S - 399 (2)	8-15-62	1.0 miles grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek . (North of Melstone) .
206	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timber bridge - North Fork Smith River . (White Sulphur Springs Northwest) .
207	S - 7 (6) U 2	10-1-62	6.5 miles seal and cover oiling . (Northwest of Kalispell) .
208	FLH - 9 (1) U 1	9-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling . (St. Xavier Southwest) .
	FLH - 9 (1) U 2	9-1-62	4.4 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (St. Xavier Southwest) .
	FLH - 9 (1) U 3	9-15-62	One 65 foot prestressed concrete beam bridge - Big Horn Irrigation Canal . (St. Xavier Southwest) .
210	S - 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Southwest of Libby) .
211	S - 333 (2)	8-15-62	5.3 miles grading, drainage, aggregate surfacing . (Southwest of Broadus) .
212	S - 290 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River . (Fort Benton Southeast) .
213	S - 71 (4)	8-31-62	0.5 miles grading, drainage, and aggregate surfacing. One 142 foot prestressed concrete beam bridge - Musselshell River . (Ryegate South) .
214	S - 238 (1) U 1	9-15-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South) .
	S - 238 (1) U 2	10-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks . (Circle South) .
216	S - 366 (6)	12-15-62	4.1 miles grading, drainage and aggregate surfacing. (Sweetgrass West) .
217	S - 15 386 (1)	10-15-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Great Falls) .
218	S - 221 (2)	11-1-62	5.2 miles grading, drainage and aggregate surfacing. (Thompson Falls Southwest) .
219	FHP 9 - 1 (1) *	1962	1.5 miles grading, drainage, and selected topping . One 445 foot reinforced concrete girder bridge - Clark Fork . (east of St. Regis) .
220	S - 301 (8)	10-15-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (northeast of Havre) .
221	S - 399 (1)	9-1-62	7.9 miles grading, drainage and aggregate surfacing. (Melstone North) .
222	S - 259 (2) U 1	11-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber Trestle Bridge - Sand Creek . (Northeast of Forsyth) .
223	S - 290 (13) U 1	11-15-62	9.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northwest of Geraldine) .
224	S - 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Helena) .
225	S - 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Hilger) .
226	S - 213 (4)	8-30-63	0.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East of Butte) .
227	S - 328 (1)	8-15-62	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling . Two Prestressed Concrete Beam Bridges. One 173 foot - west Fork Bitterroot River, One 198 foot - East Fork Bitterroot River . (South of Darby) .
228	S - 368 (13)	8-15-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Glasgow - North) .
	S - 239 (2) U 1	10-30-62	13.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U.S. 2 - East of Glasgow North) .
	S - 368 (14)	8-15-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U.S. 2 - East of Glasgow South) .
230	S - 12 (9)	10-15-62	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Harlem North) .
231	S - 82 (1)	10-30-62	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northwest of Choteau) .
232	S - 239 (9) U 1	10-30-62	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (South of Chester) .
233	S - 167 (6)	8-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment . (Northwest of Harrison) .
234	S - 398 (2)	9-15-63	9.6 miles grading, drainage and aggregate surfacing . (Northwest of Baker) .
235	S - 9 (9) U 2	9-30-62	8.5 miles seal and cover oiling . (Southeast of Boulder) .
236	S - 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (Whitefish North) .
237	S - 77 (6)	11-30-62	0.6 miles grading, drainage and one 142 foot prestressed concrete beam bridge . - Smith River . (South of Uln) .
238	S - 66 (2) U 2	9-30-62	1.2 miles seal and cover oiling . (Emigrant Southeast) .
239	S - 273 (3) U 2	9-30-62	0.8 miles seal and cover oiling . (Northeast of Emigrant) .
240	S - 291 (6)	8-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling . (Northwest of Avon) .
241	S - 329 (4) U 2	9-1-62	10.3 miles seal and cover oiling . (North of Eden) .
242	S - 8 (10) U 2	9-1-62	9.0 miles seal and cover oiling . (West of Jacobey) .
244	S - 68 (4) U 2	9-1-62	10.5 miles seal and cover oiling . (Hilger North) .
245	S - 187 (8) U 2	9-1-62	10.6 miles seal and cover oiling . (South of Harlan) .
246	S - 361 (10) U 2	9-1-62	5.5 miles seal and cover oiling . (Girard East) .
	S - 188 (4)	9-15-63	10.1 miles grading, drainage and aggregate surfacing . (North of Galata) .
	S - 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (northeast of Culbertson) .

OFF SYSTEM PROJECTS

301	FHP-2-A-2-32-12-A2 *	1962	7.2 miles grading and aggregate base . (Two Medicine Road and Approach - Northwest of East Glacier) .
302	NP - 8 - A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 100 foot concrete girder bridge - Redwood Creek, (In Glacier Park - North of West Glacier) .
303	A - AD - 7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East) .



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LEGEND

- 3 INOX NUMBER (Details reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- 18 MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

JULY 30, 1962 (Includes contracts let July 25, 1962)



VICE CHAIRMAN HALVORSON KEEPS IT IN THE FAMILY

The Montana Highway Commission, desirous of recognizing organizations that have contributed to better highways, safer highways, or rest areas, has recently presented certificates of appreciation to several organizations. Vice Chairman Stan Halvorson initiated the practice at the Montana Federation of Women's Club Convention in Missoula.



He is shown here presenting a certificate to the Kalispell Women's Club. Who is receiving the certificate? Mrs. Halvorson! The Kalispell club carried on a program of highway lighting.

Another recipient of a certificate was the Missoula Women's Club for their successful efforts to have inside bridge railings installed on the Higgins Avenue bridge. Mrs. Kay Watt is shown here receiving the certificate.

NEWS FROM THE DIVISIONS

HELENA

Approximately 500 attended the Annual Highway Picnic at Lion's Sunshine Camp west of Helena on Sunday, August 12. A barbeque dinner was



Les Rudio, Buck Finley, Bob Lightbody and Tom Tobin are shown in action at the refreshment stand at the annual Highway picnic.

served by Bucky Harris and his crew, with over 250 pounds of beef, 60 gallons of beans and a like amount of potato salad being served to the pic-

nickers. Games were enjoyed by young and old alike, with the pop concession being very popular. Chuck Klimper and Pat Trottier out-threw Harold Treadway and Bob Kelly for the Horseshoe championship, which was entered by 14 teams. The champs are practicing up to enter the National Championships to be held in Helena early this fall.

The accordian playing by the Collins family was enjoyed by all, and a dance orchestra composed of Don Williams, Blackie Nelson, Ernie Neath and Bob Huffman beat out a few licks for the young folks to dance to.

The committee, headed by Margaret Ward, deserves a lot of credit for the fine time had by all.

BOZEMAN DIVISION

Bozeman Division Engineer George A. Barrett has returned to work following minor surgery and subsequent recuperation.

Project Engineer James T. Sullivan and Instrumentman Irvin C. Broell have completed their assignment on Project I IG 90-7(9) 327 U1, Livingston South and East and have been transferred to I IG 90-6(5) 276 U1, U2 and I IG 90-6(7) 276 Three Forks-Logan.

BOZEMAN (Continued)

Clerk Gunwald Brenden, Jr., and family have recently returned from vacation, which included a visit to the World's Fair in Seattle.

Kenneth Noyes, mechanic, is on sick leave, due to a shop accident.

Mr. George Barrett, Division Engineer is on a two-weeks vacation.

Charlotte S. Koch, clerk, is vacationing for three weeks.

GREAT FALLS DIVISION

Myron Holzheimer, Right-of-Way agent, has resigned from the Department to go buy Right-of-Way for the U. S. Army Corps of Engineers.

The annual summer picnic, for members and their families of Local 1558, was held in Hooper Park at Lincoln on Sunday, July 15th. Approximately 150 people enjoyed the gala event.

Ralph C. Sherman was promoted to Division Maintenance Foreman, effective July 16, 1962. "Tuffy" as he is better known, began work with the Department in June, 1931. From then until Oct. 1944, when he was promoted to Sectionman Tuffy claims "to have done everything." Mr. Clarence E. Beerbohm was appointed as Sectionman on the same date. Mr. Beerbohm has served the Department through various classifications since May, 1947.

Two employees have postponed temporarily their exposure to the intricacies of the new coding procedures. R/W Agent Norman C. Dalry is now recuperating at home following a very serious systemic infection. Cecelia Tinelli, radio operator, is presently confined in the Columbus hospital but expects to be sufficiently recovered to combat the new system very soon.

BILLINGS DIVISION

Patrick J. Smith, maintenance foreman in the Billings Division, died August 2, 1962, of a heart attack. Pat was first employed with the Highway Department May 24, 1941, and worked as truck driver, laborer, shovel operator, and on the state sealing crew throughout the past twenty-one years.

Survivors include his widow, Odelphia, and a son, Harold.

Two employees from the Billings Division, retired during the month of August. Albert N. Thomas, weighman, retired effective August 7, 1962, after being employed for the first time on

May 13, 1941. Al plans to do some traveling immediately after retiring and then, being a rock hound, plans to spend the winter cutting and polishing his collection.

Joe L. Wilson's effective retirement date was August 29, 1962. Joe has been sectionman in Hysham since April, 1943, and has worked for the Highway Department since July 13, 1937. Joe suffered a severe heart attack in July, but is now home and, at the last report, was feeling much better.

Mr. Calvin H. Lavold has been promoted to Sectionman in Billings. Congratulations and good luck in your new assignment.

KALISPELL

Shown here at the recent dinner and cocktail hour given in their honor are Mr. and Mrs. Fred Wells. Mr. Wells, as you know, has been promoted to the position of Secondary Roads Engineer, replacing Mr. L. Walker Brown, who re-

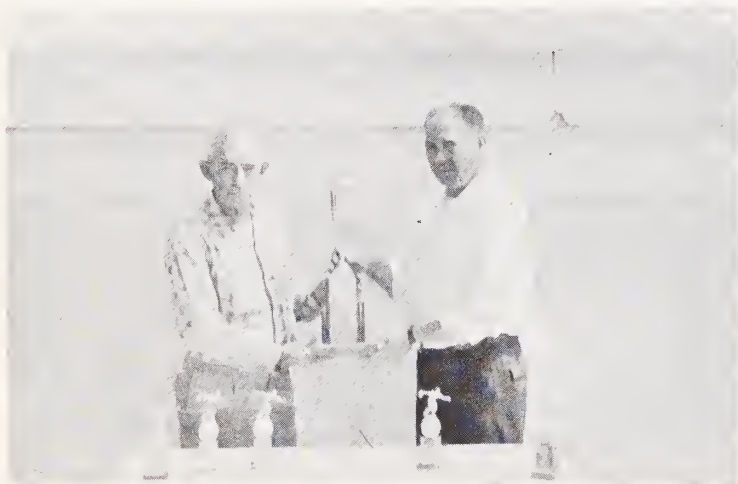


cently retired. More than 120 friends and co-workers turned out to wish Fred lots of luck in his new position. After the dinner, Master of Ceremonies, Al Fopp, introduced the guests of honor and also some of the former employees who are now retired but turned out to see their former boss one more time before his departure for his new home.

Mr. Ray (Pete) Spurzem, who is now doing double duty, was given the honor of presenting Fred with a very fine going-away present. In his acceptance speech, Mr. Wells stated that he didn't know that he had so many friends or was it just that everyone was happy to see him leave. In any event, it was the desire of Fred that he leave every month if he could have such a fine party each time.

The Tuesday night bowling shift in Kalispell will miss Fred, so if some team in Helena is looking for a good steady bowler, nothing fancy, just steady, be sure and line him up, as our loss is Helena's gain.

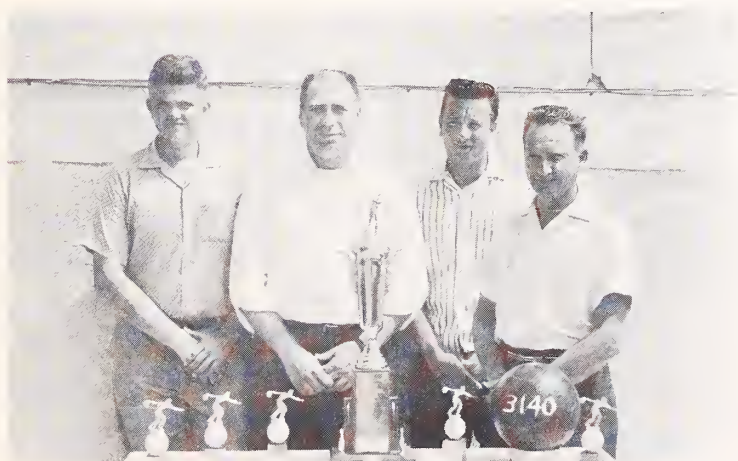
GLENDIVE



Mr. Roundtree, Div. Eng. in Glendive presenting Captain, Dean Borgen, with the traveling team trophy, and the individual team trophies.



Ed Kessel, winner of singles with a 681. Ed did real fine in singles and also took all events mention. We are very proud of his contribution to the Circle Boys Bowling Team.



Left to right—James Dick, Dean Borgen, David Kwasney, Carl Smith. Ed Kessel was unable to have his picture taken with the team, but we are very proud of him also, as he is the recipient of the singles trophy.



Pictured here are the trophies won by the team

HAVRE

A bowling team composed of Dallas Slayton, Victor Holsapple and Carl Winter took second place in the summer league at Norm's Lanes in Fort Benton. Several tottering pins in the last frame is all that kept the team from winning first.

A softball team of highway personnel from Fort Benton under the leadership of Carl Winter won their first game over a Fort Benton JC team by a score of 14 to 5. When news of this fine performance reached the ears of Bud Elliott, he immediately organized a team from Havre and challenged Carl's team to a game. After several practices, Bud took his team to Fort Benton for the big game with disastrous results, Fort Benton Highway team, 30—Havre Hiway team, 9. Besides the thorough beating, the losing team had to furnish two cases of beer to the winners.

A rematch will be played at Havre soon. Bud is going all out to try and avenge the loss. Carl is not as concerned with his next game with the Havre team, which he considers a push-over, but has his goal set for the State Softball Championship.

A second softball game between Carl Winter's Highway Department team and Bud Elliott's Highway Department team was played at Havre with Bud's team winning by a score of 11 to 7. The first game played at Fort Benton was won by Carl's team 30 to 9. It is felt that the Havre team had a slight advantage for the second game, since Bud did his own umpiring.

A third game is being planned in connection with a family picnic to determine the championship team.



The three photos here tell quite a story. This outcropping of rock in Rocky Canyon has long been a landmark on U. S. 10, and before that the Yellowstone Trail, the Bozeman Trail, and on the route of Lewis and Clark's return journey to St. Louis in 1806. The removal of a portion of the rock was necessary to the construction of Interstate 90 and the contractors men and highway personnel had painted a neat dotted line along the future backslope, with the words "Cut on the dotted line" printed thereon. The drilling and placing of the charge was done in such a precise manner that the rock sheared exactly on the dotted line, as shown.

The Center Line

STATE HIGHWAY DEPARTMENT

Helena, Montana



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